

SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

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S. A. S. M. E. E. Bulletin

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MODEL & EXPERIMENTAL ENGINEERS INC.**

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CLUB JOTTINGS

by SMOKEY

AUTUMN RUNNING MARCH 2003

With summer officially gone the PFD on Sunday 2nd of March was a cool and cloudy day of 18 degrees, and it was heartening to see steam hanging in the air once again. A 2" downpour of rain the previous week gave Adelaide, {in fact the whole State} a good drenching and really put the grounds in good shape. Four birthday parties were noted among the good turnout of Patrons. The canteen was staffed by Kristine and Janelle Templeman, Jean and Sue Clark and Dawn Schaeffer. There was a continual wait for hot chips, no doubt a popular item on a cool day.

The boiler house only had 50% of its usual staff with Bob Scanlon and David Eustice. However the usual display of machinery was still managed.

The boat pond onlookers were entertained by water craft operated by Norm Kernick, Dean Deguisto and Mary and Gerry Turner.

SASMEE PK Station 5"q

Station masters Ian Clark and Phil Waugh dispatched the following trains.

0-6-0 Schenectady	David Hawkins
0-8-0 Netta	Dave Worral
0-6-0 Speedie	Alan Wallace
Steeplecab GE	Alan Sambrooks

MILLSWOOD Station 71/4"q

Station masters Alan Brabham and Alex Mitropoulos dispatched the following trains.

0-4-0 Dolgoch #2	Craig Dunstan
0-6-0 Koppel	Glen Templeman
0-4-2 Talyllyn #1	Bert Francis
Shay #12	Graeme Driscoll

APPLIANCE ACCREDITATION

On 3rd March 2003 Member Micheal Moyse spent considerable time testing and tagging all electrical and cable leads on SASMEE property in order that we fully comply with regulations relating to duty of care. Electricians are hard to come by {especially for nix!} So this medium is being used to say---- Many thanks Michael.

LOCOMOTIVE PURCHASES

A loco that left SASME some years ago , a 5"g "NIGEL GRESLEY" built by a member Bert Francis some 20 years ago was noted at SASMEE on Wednesday 26th Febuary having a boiler test. Apparently new member Rodney Harris has purchased the loco from Ex member Alan Lewis and hopes to have it back on the track soon. Good steaming Rod.

MILLSWOOD STATION

The new signalling system at this station, in conjunction with recently installed trailing points, was introduced to service on the PFD 3/3/03 with excellent results. {The workings were detailed in the last Bulletin by the signals and telegraph personel}

SASMEE ---- BRANCHES

Older members would be well aware that Model Engineering was at its zenith during the 40`s 50`s and 60`s, well before the advent of television and computers. Very few members would know of the fact that SASMEE PK at Millswood was the "Head Office" so to speak. SASMEE had branches at Whyalla and Mount Gambier and had healthy membership. This was during the early 1950`s. It is not known exactly when the Branches closed down, however old records show that Whyalla had some 40 members in 1950. Wonder if any other Model Engineering Society had country Branches?!

PENFIELD RUN ----- 8/3/03

This invitation run was to celebrate the completion of the second stage of the track renewal, giving a run of some 1.2km. The first section was basically a circle around the boat pond and clubrooms with the now completed second section venturing out "into the sticks" so to speak. For a relatively small club of of approximately 40 members this mammoth task has been undertaken and completed in just two years. Truly a test of devotion and physical endurance supported by good leadership.

The Saturday run was well attended by 13 locos from the various metropolitan clubs and the track, all brand new, was certainly well tested.

A couple of 5"g locos ran with a string of prototype vehicles and reported that there were no hiccups which suggests that the trackwork is of a high quality. The Penfield boys were glad to hear the good reports in view of the up and coming AALS Convention that they were hosting at Easter. All those in attendance were treated to a fine sausage sizzle for tea. ---- A really enjoyable day.

The following locos attended from SASMEE:

5" gauge

0-6-0 Schenectady	John Beal
4-6-4 QR tank Blue Baby	Dave Worrall
2-8-2 SAR 700 Class 702	Bob Smith
Steeplecab G/E	Ian Clark
SAR 930 Class D/E	Michael Tarry

7 1/4" gauge

0-4-0 Jens #1938	Bill Coles
0-4-0 Dolgoch #2	Barry Dunstan
Shay #12	Graeme Driscoll

New members

SASMEE extends a cordial welcome to the following new members:

Len Claridge	Full member	Elected March 2003
Andrew Mathews	Full member	Elected March 2003

ENTERTAINMENT

The March meeting was a very interesting and demonstrative talk by member Bill Coles on the construction of a 1/4 scale Bentley BR2, a 9 cylinder radial rotary. Bill's initial timing for completion of the project was thought to be 2 to 3 years but has now revised the timing to be more likely 3 to 4? When one examines the many intricate parts Bill bought along for show, bearing in mind there are nine cylinders, one can appreciate the many, many hours that will go into constructing this model. Perhaps Bill will give us an update at some time in the future.

At the April meeting a slide show was put on by Barry Dunstan bringing back pleasant memories of narrow gauge steam action of the South Australian Railways during the mid to late 1960's

The May meeting was well entertained by Bernie Dickinson. Not the usual Bernie, attired in boiler suit and black beret that is associated with boiler inspections, but Chief Engineer J. Bernard Dickinson in full maritime regalia. This man is an excellent conversationalist and for some 90 minutes members were in awe as Bernie related his apprenticeship days at Islington Railways workshops and many tales of his working live at sea on steam and diesel ships. John Gordon's threat of phoning for pizzas and having an all night session finally brought Bernie down to earth and he ended the night explaining "holes" in the ocean. Well done Bernie.

UNDER CONSTRUCTION

Long time member Don Zanker may not be able to attend club activities as he used to, however he still manages to spend time in his workshop along with other interests.

For the last 15 years or so Don has been building a South Australian Railways 400 class Garret in 5"g.

Don reports that the rollong chassis is mostly done, the boiler is completed and he is presently working on the super heater elements of which there are four. One does not need much imagination to visualise the enormity of this loco and it will be a great day indeed when the loco rolls out of the workshop. Keep us posted Don.

AUTUMN RUNNING

With the long hot summer gone it was welcome to a balmy day on Saturday 15th March, cloudy and fine with a temperature of 23 degrees. Notwithstanding 10 birthday parties, Jack Davy on the gate takes it all in his stride coordinating party names along with the general admittance. Jack seems to thrive on this pressure where at times, others may have crumbled. All in all an excellent turnup although it would appear that every adult brought in about 20 or so children according to safety officer Barry Dunstan. Several children were chattered up for misbehavior.

We are lucky to have excellent canteen management and on Saturday it was thanks to Jean Clark, Margaret Lewis, Eleanor Geodecke and Jeanette Francis.

The boilerhouse staff barely made the grade with only Ralph Ollerenshaw and Bob Scanlon in attendance.

As usual the boat boys put on an interesting show headed by Norm Kernick, Dean Deguisto, Douglas Wallace and Alan Wallace.

5"q Track

Station Masters Des Goedecke and Michael Moyse were very busy loading and dispatching the following trains:

0-6-0 Schenectady	John Beal
4-6-4 Q.T. Blue Baby	Dave Worrell
4-6-0 LNER B1 #1088	Terry Trezise
Steeplecab G.E	Ian Clark

7 1/4" Track

Station Masters Alan Brabham and Alex Mitropoulos were equally busy loading and dispatching the following trains:

0-4-0 Dolgoch #2	Craig Dunstan
0-6-0 WAGR "B" Class Karalee	Les Smith
0-4-4 SAR "V" Class #9	Bert Francis
Shay #12	Graeme Driscoll

The new trailing points at exit of Millswood Station continue to be driver friendly, helped in no small way by the revamped signaling.

AALS 47th ANNUAL CONVENTION

Although this event, at the Penfield Model Engineers venue was two years late it was well worth the wait. President Ray Hall, along with their enthusiastic members certainly did South Australia proud by putting on a show that was pleasing to every one helped in no small way by perfect mid twenties weather

Model locomotives came from all over Australia, Ray claims that some 91 were registered along with approximately 400 guests.

Interestingly SASMEE was unequalled by having a total of 14 locos registered. SASMEE was also honored by having one of its resident locos, "DOLGOCH" driven by Barry Dunstan, lead the Grand Parade at the official opening on the Easter Saturday.

The general concensus was that the trackwork was very good.

Plastic sleepers will help ensure a long life. There were plenty of turnouts {points} which gave the familiar clickety clack.

Storage facilities for locos was at a premium with a large number seeking refuge at ground level. Full marks to the Penfield boys who made sure that every one was accommodated.

Tuesday 22nd April was an open invitation for Convention guests to have a play day at SASMEE. It was good to see 3 x 7 1/4" g locos and 9 x 5" g locos and some 80 people in attendance.

AALS President Barry Glover spent sometime taking video and talking to members before heading back home to Sydney. At 1pm a sumptuous luncheon, organised by John Lewis was put on for all guests, after which it was back to the track which by the way received many good reports on its smooth ride.

LONG LOST MODEL UNCOVERED

The display wall in the clubhouse shows a photo of the late Fred Hercus driving his freelance 5" g 4-6-0 locomotive on his home track in the early 1970's

Since then the loco's existence has remained a mystery ---- Until recently. Research by Member Glen Templeman uncovered the where-abouts of the model and subsequent extensive testing, including the boiler have proved that this precision built, 3 cylinder loco is still as good as the day it was built. With a touch of paint here and there Glen has restored the loco to perfect running order and with 7" drivers it can certainly move. Glen has since purchased the loco thus ensuring a good home.

TRACKWORK -- 5"q

As previously reported 15 panels of slotted sleeper track {each 6m long} have been made to cover the distance adjacent to the steam house, round the canteen curve and under the steamhouse pedestrian bridge. Having agreed to resite some associated fencework this 90m section of track was placed in situ, levelled and packed, just prior to Easter. The visitors, at our special opening on Tuesday after Easter, commented favourably on the smooth ride exhibited by the track. The next section to be renewed will be that which goes through the tunnel, Quite a challenge!

TRACKWORK -- 7 1/4"q

The 7 1/4"q system continues to be trouble free, however one tree just outside the tunnel is beginning to lift the concrete track base and this will need to be monitored.

AUTUMN RUNNING MAY 2003

Well this time of the year accounts for perfect running conditions and Sunday PFD, 3/5/03 was certainly no exception, with plenty of sun and a mild temperature of 21 degrees. The park was very well patronized with only one notable birthday party and everyone was well behaved according to Safety Officer, Dean Mandeson.

The canteen traded well with Marg Lewis, Jean and Sue Clark and Mary Homan doing the honors.

Colin Cook, Ralph Ollerenshaw, Bob Scanlon, John Weidenhofer and David Eustace, more than adequately kept things on the boil in the Boiler house.

At this stage the boat pond was in a poor condition due to a drastic drop in the water level. Pumping out was due to commence the next day in order for the cleanout to commence.{see futher report} In spite of this inconvenience Dean Deguito, Norm Kernick, Doug Wallace and Gerry and Mary Turner were successful in putting on the usual show of water craft.

SASMEE PARK STATION

Graham Brown as sole Station Master certainly earned some brownie points by dispatching trains from this very busy station.

4-6-4 QR Tank Blue Baby	Dave Worral
2-8-2 SAR 700 class #702	Bob Smith
4-4-0 Virginia	Brad Cottle
2-8-0 Nigel Gresley	Brian Homan
***2-8-0 Nigel Gresley	Rodney Harris
Heisler	Graeme Driscoll
Steeplecab--Electric	Ian Clark

MILLSWOOD STATION

Station Masters Alex Mitropoulos and David James dispatched the following trains.

0-4-2 Talyllyn #1	Bert Francis
0-4-0 Dolgoch #2	Barry Dunstan
0-6-0 Koppel	Glen Templeman
***4-6-2 Green Pacific #8443	Ian Thomas
4-6-0 Karalee [did not run]	Les Smith

*** These two locomotives were welcomed back to SASMEE after many years of absence and it is hoped that they will become regulars.

SASMEE ENGINE SHED

The club has a reliable pool of locomotives which operate on a regular basis [albeit not all at once] and without this commitment we just could not function. For the benefit of member's curiosity the locos are as follows:-

5 inch gauge

0-6-0 "SCHENECTADY"	John Beal
0-8-0 "NETTA"	Dave Worral
4-6-4 QR Tank "BLUE BABY"	" "
4-6-2 SAR "620" Class #621	Phil Waugh
2-8-2 SAR "700" Class #702	Bob Smith
4-6-0 SAR "N" Class	" "
4-6-0 LNER B1 #1088	Terry Trezise
4-6-0 Freelance	Glen Templeman
2-8-0 "CARIBOU" #8307	Brad Cottle
4-4-0 "VIRGINIA"	" "
0-6-0 "SPEEDIE"	Alan Wallace
0-4-0 "SADDLETANK"	Malcolm Ambler
2-8-0 "NIGEL GRESLEY"	Brian Homan
2-8-0 "NIGEL GRESLEY"	Rodney Harris
----- "STEEPLECAB" Elec.	Ian Clark
----- "HEISLER"	Graeme Dricoll
----- SAR "930" Class D/E.	Michael Tarry
----- NSW "422" Class D/E.	Malcolm Ambler

3 1/2 inch gauge

4-6-0 "DORIS"	Alan Wallace
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7 1/4 inch gauge

0-4-0 "DOLGOCH" #2	Peter Denholm
0-4-0 "DOLGOCH" #2	Barry Dunstan



DEAN DEGUISTO'S ROWING BOAT.
WITH KEN & BARBIE 4/5/03

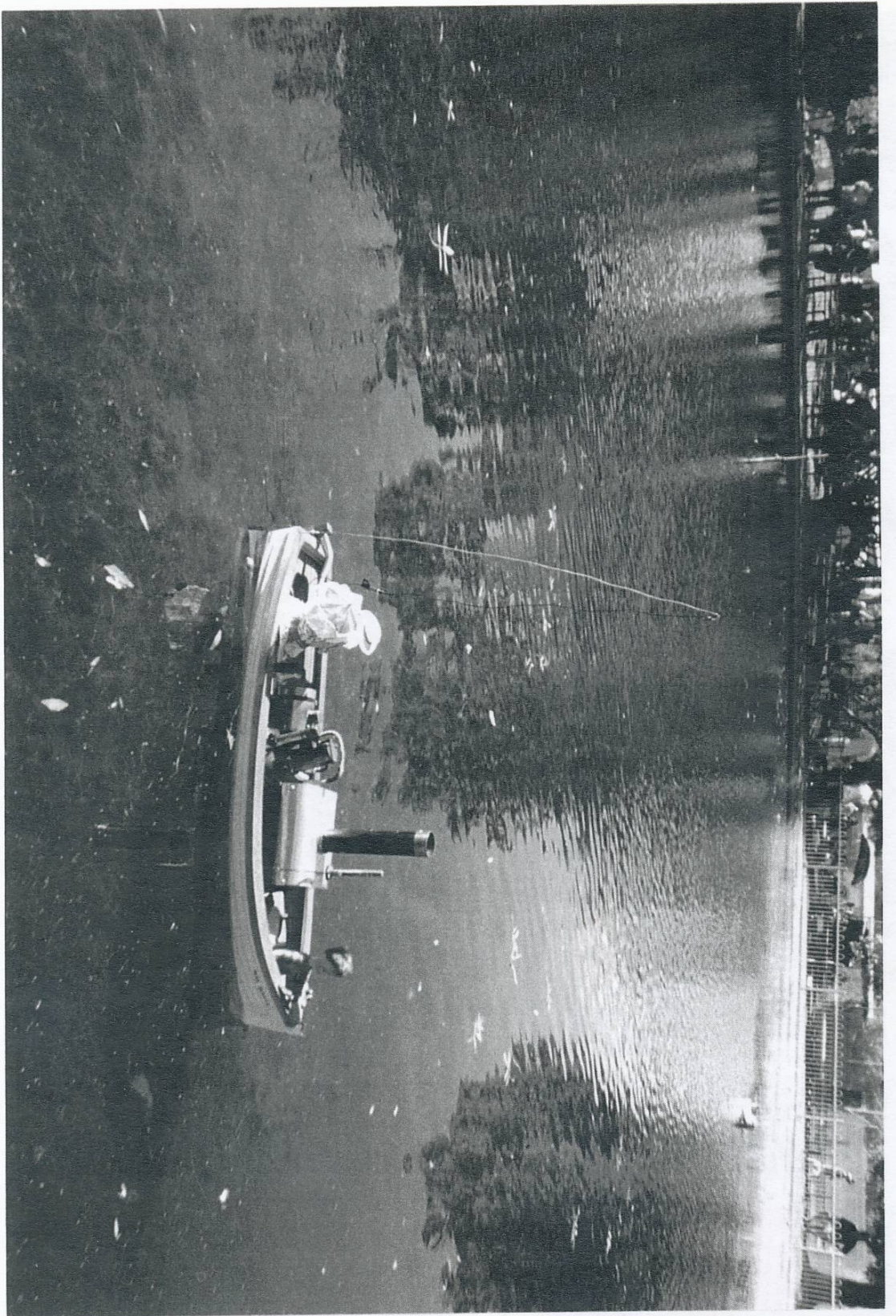


NORM KERNICK'S MAGNIFICENT STEAM YACHT
LEISURELY CRUISING ON THE POND. 4/5/03



IAN THOMAS EASING HIS GREEN PACIFIC THROUGH THE POINTS

HEADING TOWARD MILLSWOOD STATION 4/5/03



DOUG WALLACE'S STEAMBOAT WITH PASSENGERS,
ALSO SPORTS A STEAM WHISTLE 4/5/03

contrn.

0-4-2 "TALYLLYN" #1	Bert Francis
0-4-4 SAR "V" Class #9	" "
0-6-0 "KOPPEL"	Bob Nash
4-6-2 Southern P54 #1401	" "
0-4-0 "JENS" #1938	Bill Coles
4-6-0 "KARALEE" WAGR "B" Class	Les Smith
0-6-0 "JINTY"	Len Redway
4-6-2 Green Pacific #8443	Ian Thomas
----- "SHAY" #12	Graeme Driscoll

As can be seen SASMEE has a pool of some 30 locos which, at present are willing to share the load, thus ensuring the viability of our operations.

BOAT POND CLEANOUT

Due to excessive weed growth, and mud, operation of boats could no longer cope with fouling of propellers hence the decision was made to drain and clean the pond and also perform other maintainance.

Barry Dunstan has made an 8ft wide "Dozer" to drag the weed and mud to one side and Doug Wallace has made a smaller version for spot working. Wednesday 21st May was designated as "THE DAY" and Collex were contracted to supply the tanker and labour to vacuum the weed and sludge from the pond. We were lucky that testing confirmed that the pond contents were non toxic and that dumping would be allowed at Jeffries Garden and Sand Depot for a reasonable cost. The adjacent lily pond area was chosen as the most suitable in which to pump out the clear water and was filled 4 or 5 times over a period of days.

The tanker arrived promptly at 8-30am and by 2-30pm had taken away 3 loads totalling approx. 20,000 litres. We will have to clear the small amount remaining away from the center pivot pin in order that this may be removed and renewed. It is the original from 1978 and has deteriorated. Since draining we have noticed several large cracks in the perimeter wall and these will have to be opened out and filled with a suitable silastic sealer. Obviously these cracks would have ben responsible for some water loss.

The boat harbour was also thoroughly cleaned out. Quite a large number of full brickettes and railway ballast and other items were found,-- obviously thrown in by vandels at one time or another.

Bob Smith, unsuccessfully, looked for an anchor lost some time ago from his model freighter.

A further report on the final outcome will be provided in the next Bulletin.

VISIT TO PERFORMANCE WHEELS.

It is generally envisaged that the club has at least one official outing per year for the enjoyment of members.

This year arrangements were made for members to have a tour through Performance Wheels at 60 Kinkaid Ave, North Plymton on Tuesday 20th May 2003 at 7-30pm. Unfortunately some members forgot the occasion because only half turned up--11 in all.

The guided tour was very interesting beginning with raw material being melted down. We were also shown destructive testing, foundry work, CNC lathe work, powder coating, quality control along with other facits. The annual output totals 100,000 alloy wheels that are shipped all over the world, including Harley Davidson Motor Cycles in the U.S of A. The Harley Wheels are \$1200 apiece.

SASMEE is gratefull to the staff at Performance Wheels for donating their time and ensuring that this 2 1/2 hour tour through their factory was well presented and informative.

WINTER RUNNING MAY 2003

Mild winter weather was forecast for the PFD on Saturday 17th May, with a temperature of 19 degrees. Several light showers of rain did not deter the smallish crowd and it certainly shortened the time wait between rides.

The day was notable for a couple of reasons. Firstly, the boat pond was out of action pending the big cleanout.[see separate report] Boatie Douglas Wallace, spent the afternoon raking the mud and weed to one side and also mapping the different depths for cleanout purposes. Secondly, the 5"g track saw the introduction of 3 new locos. Malcolm Amblers magnificent NSW "422" Class D/E

performed to perfection hauling two carriages. This loco was constructed from the plans detailed in the AME and is powered by two deep cycle batteries. The loco receives instructions from a hand held controller which can be plugged into either end of the loco.

Glen Templemans loco, a 4-6-0 built by the late Fred Hercus, gave a faultless performance and untill now has been rarely seen by the public.

John Monte gave his little electric shunter its maiden run hauling one carriage with seemingly little effort. The electric drive motor is situated in the loco with batteries and controls in the carriage. The versatility of this train is that it can be carried in the boot of John's car.

SOME SASMEE HISTORY

July 1938

The 1936-37 President W.J.Wolffe died.

August 1947

SAR and Unley Council gave approval for Clubhouse.

Fence posts were installed.

August 1964

The minutes record that member Alan Frankham, in an act of bravery, saved the life of two fellow work mates.

January 1977

The vertical boiler passed its steam test.

[Throught to have come from a QR Wrecking crane. Ed]

January 1978

General meeting was entertained by Paul Griscti giving a talk on model ploughs and farm machinery.

RAILWAY QUIZ

Q.--- What was the name of the well known carriage builder at Edwardstown.?

Answer in next Bulletin

ANSWER TO QUIZ -- Last Bulletin

Q.--- What significant alterations were made to most of the 2-4-0 "P"Class locos around the year 1945?

A. --- Extended coal Bunkers.

A TRIBUTE TO THOMAS FRANK LEE

BY Barry Dunstan

The month of May saw the passing of esteemed life member of SASMEE, Frank Lee, a long friend of Model Engineering and one of natures true Gentlemen.

His failing health over a period of six years or so and more recently since last xmas culminated in succumbing to his illness on Sunday 11th May 03.

A contingent of members attended his funeral on Thursday 15th May at Centennial Park.

Our deepest sympathy is extended to his wife Margaret and Family.

I found "The Biography of Thomas Frank Lee" written by his Grandson Ben, in 1992, very interesting.

Here was a man who, in spite of his short comings as a school student, went on to live an exceptionally interesting and charmed life. Being a big strong lad it was no wonder that he had a variety of laboring jobs and eventually commenced an apprenticeship as a boiler-maker welder which set the pattern for his working career. In his youth he also made a name for himself as a Professional Boxer and by the age of 19 was the Heavy Weight Champion of the North. He also raised enough money to buy Port Augusta's first Ambulance.

He was , in 1948 employed by the Commonwealth Railways at Port Augusta and Quorn working on loco repairs, and with the cessation of steam Frank, along with a partner won a contract to cut up 200 condemned steam locos. Could it be any wonder then that he had a passion for steam.

In 1961 Frank joined Hines Metals in Adelaide and during 4 1/2 years there he scrapped five old ships including the "KARATTA" of the Kangaroo Island Run. He also scrapped the first 10 steamlocos that were redundant from the South Australian Railways.

In 1963 Frank was sent to Radium Hill, with a team of workers to cut down old power lines and took down 18 tons in five weeks. In the late 1960's Frank worked for T O'Conner and Sons working on heavy steel construction and built the fabricated Radio Tower at Cavan -- still there today.

From there he went to the Dept of Marine and Harbours at Granville where during this time he accomplished one of his greatest pieces of work, rebuilding the Neptune Island Lighthouse at number 2 berth Port Adelaide. The lighthouse was badly damaged when dismantled for relocation to Port Adelaide. Frank had the unenviable task of sorting out all of the pieces, assessing the damage and having new ones made. He eventually re-assembled the structure where it still stand as a monument to part of South Australia's early history. At age 65 he retired from the Dockyards and concentrated more on making working steam models. As a member of SASMEE for some thirty years he was always willing to help out and besides being a regular runner of steam locos he spent considerable time on the Executive Committee and was always present at the "Geriatrics" Day [Wednesday] doing some form of fabrication or welding. Frank was also willing to give of his time as one of the Club Boiler Inspectors and in the 1990's received the Club's Highest Honor, that of life Member.

Frank was born at Port Broughton on 19th May 1924 and died 8 days short of his 79th birthday.

I would like to suggest that we plant a tree at SASMEE in Frank's memory.

TECH. TALK

By Bill Coles

This bit of trivia could well be entitled, "Oils ain't Oils".

Some months ago I had the heart stopping experience of seizing up the back gear spindle on my lathe. I might add that the lathe had been running in back gear [slowly] for some 6 hours. I must also admit that I hadn't paid much attention to oiling this area as there always appeared that there was oil around the back gear area.

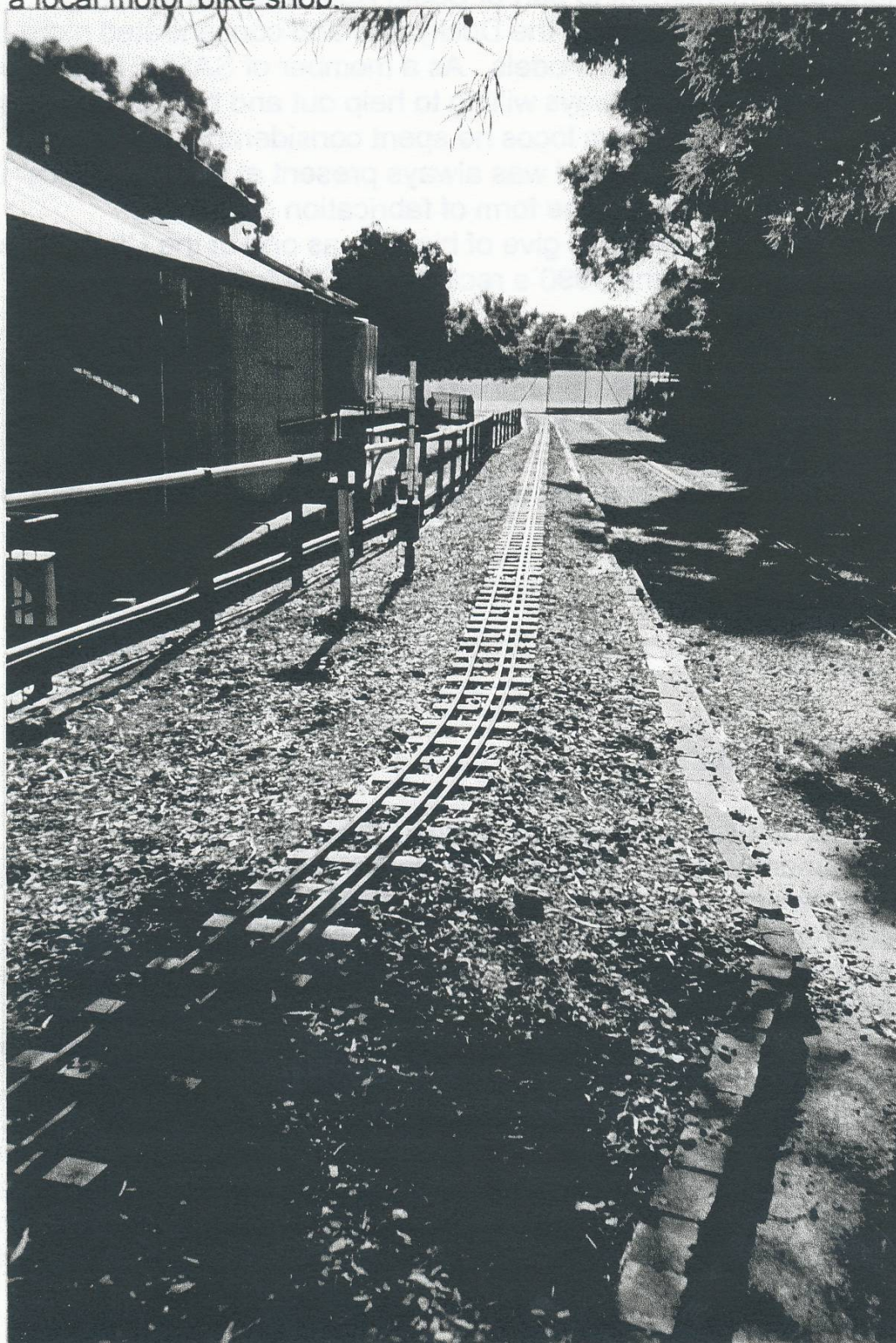
Having overcome the nipped up spindle I have paid more attention to oiling the shaft, therefore no more problems?

I happened to read an article in the Model Engineer, Volume 190, # 4187 which was talking about oil viscosity how SAE 10-40 was thin when cold [10] and some what more supportive when hot [40]. It also went on to say that typically "our machines" run cold, therefore one should be using a straight SAE 30 oil as the lighter oils run out [of bearings!]

The punch line in the article was brought about because some friend of the person had seized up the spindle in his lathe, by using a multi grade oil!

Yours truly checked as to what oil I had been using, SAE 5-30,[used in ex-factory car engines until initial first service] Not a good choice!

I have now invested heavily in a quantity of straight SAE 50, bought from a local motor bike shop.



NEWLY LAID SLOTTED SLEEPER
5" & 3 1/2" GAUGE TRACK 16/4/03



JEFF SCHAEFFER & JACK DAVEY. PLACING A FENCE PANEL
INTO POSITION AJACENT TO THE TUNNEL EXITS 12/3/03

S. A. S. M. E. E. OFFICE BEARERS
2002 ---- 2003

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BOILER INSPECTORS:	ALAN BRABHAM	8362 1279
	JOHN GORDON	8322 3694
	BILL COLES	8296 2167
	JOHN LEVERS	8569 2842

CANTEEN MANAGEMENT:	EXECUTIVE COMMITTEE	
CANTEEN ROSTER:	JEAN CLARK	8293 6537

VICE PATRON: **His Worship the Mayor of the City of Unley,
 Micheal keenan.**

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